

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 11, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: August 17, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- SOS Service Group, Inc.** **\$38,738.00**
2193 Euler Road
Brighton, MI 48114

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for Ultra lining of culverts. The culverts are located on M-30 and M-18 in Gladwin County. The project was advertised, and two bids were received. Per the recommendation of the Mt. Pleasant TSC, the lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for the labor, equipment, and materials required to install culvert liners on M-30 and M-18 in Gladwin County.

Benefit: Will provide for safer highways for motorists. Will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, the roadway could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48114.

- Blue Badger** **\$46,650.00**
1502 N. Fancher
Mt. Pleasant, MI 48858

Approval is requested to authorize the Midland County Road Commission to award a subcontract for installation of culvert linings. The culverts are located on M-30 in Midland County. The project was advertised, and two bids were received. Per the recommendation of the Mt. Pleasant TSC, the lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This contract will provide for labor, equipment, and materials required to install culvert liners on M-30 in Midland County.

Benefit: The contract will provide for safer highways for motorists. Will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, the roadway could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48854.

3. **Yalmer Mattila Contracting, Inc.** **\$42,443**
57 N. Huron Street
Houghton, MI 49931

Approval is requested to authorize the City of Houghton to award a subcontract for pedestrian crossing improvements, traffic channelization by means of sidewalk widening with curb and gutter, and Americans with Disabilities Act (ADA) sidewalk ramps on US-41, in the city of Houghton, Michigan. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Construction of pedestrian crosswalk improvements, traffic channelization by means of sidewalk widening with curb and gutter, and ADA sidewalk ramps.

Benefit: Improved pedestrian safety at the crosswalk and adjacent sidewalk, ADA ramps at the intersection, and a sidewalk widening easterly one-half block along US-41.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: Improvements are necessary to ensure pedestrian safety at the crosswalk and adjacent sidewalk access areas.

Cost Reduction: The contract work was competitively bid by the City of Houghton.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49931.

4. **Payne and Dolan, Inc.** **\$51,396**
1029 Gornick Ave., Suite 105
Gaylord, MI 49735

Approval is requested to authorize the Chippewa County Road Commission to award a subcontract for bituminous maintenance overlay on M-123, north one-half mile from the Tahquamenon River Bridge. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Placement of a bituminous maintenance overlay is needed to reduce routine surface maintenance costs. This section of M-123 has zero years of remaining service life.

Benefit: Provide a smoother pavement surface more acceptable to the traveling public and reduce routine maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: This section of roadway is not eligible for Capital Preventive Maintenance funding. Continued pavement surface deterioration would increase maintenance costs and public complaints.

* Denotes a non-standard contract/amendment

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected. Surface maintenance costs would be reduced for up to 5 years with the bituminous overlay.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49735.

5. **SOS Service Group, Inc.** **\$75,118**
P.O. Box 274
Saline, MI 48176

Approval is requested to authorize the Menominee County Road Commission to award a subcontract for culvert lining at three cross-culvert locations on M-35 in Menominee County. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Place culvert linings for 24" and 36" diameter cross-culverts at three locations on M-35 between the Menominee city limits and Klienike Park.

Benefit: Recent inspections revealed these three cross-culverts are badly deteriorated. Culvert lining is being utilized to extend service life of the culverts.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: Culvert conditions would continue to deteriorate to eventual culvert failure, which would cause blocked drainage and further pavement settling.

Cost Reduction: The subcontract was competitively bid. The decision was made to line the culverts instead of removing and replacing a newly-paved road surface.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48176.

6. **Reith-Riley Construction Co., Inc.** **\$62,401.25**
P.O. Box 729
Ludington, MI 49431

Approval is requested to authorize the Oceana County Road Commission to award a one- time subcontract to place an asphalt overlay on southbound US-31 in Oceana County. This contract was advertised and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To pave 2600 feet of freeway and shoulder. This roadway has severe longitudinal cracking and is not scheduled for rehabilitation until 2008.

Benefit: Provide a smoother and safer ride and reduce maintenance costs. The contract provides for safer highways for the traveling motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49431.

7. **Anlaan Corporation** **\$58,530.31**
P.O. Box 333
Ferrysburg, MI 49409

Approval is requested to authorize the Oceana County Road Commission to award a one- time subcontract to complete the project of replacing the existing retaining walls with modular concrete retaining walls in the village of Pentwater on Business US-31 in Oceana County. This contract was advertised and five bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Replace old walls made from recycled plastic with modular concrete walls.

Benefit: Provide a safer route for motorists and bicycles and prevent intrusion of sand dunes onto the shoulder or roadway. The contract provides for safer highways for the traveling motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49409.

8. **Reith-Riley Construction Co., Inc.** **\$52,928.95**
P.O. Box 729
Ludington, MI 49431

Approval is requested to authorize the Oceana County Road Commission to award a one- time subcontract to place an asphalt overlay on Business Route US-31 in Oceana County. This contract was advertised and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To pave 1,000 feet of roadway that abuts a construction project. This will complete rehabilitation of the entire Business Route US-31 in Oceana County.

Benefit: Provide a smoother ride and reduce maintenance costs. The contract provides for safer highways for the traveling motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49431.

9. **Reith-Riley Construction Co., Inc.** **\$111,114.40**
P.O. Box 729
Ludington, MI 49431

Approval is requested to authorize the Oceana County Road Commission to award a one- time subcontract to place an asphalt overlay and mill and repave a bump on US-31 in Oceana County. This contract was advertised and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To pave 5700 feet of freeway and shoulder and mill and repave 100 feet to eliminate a bump. This roadway has severe longitudinal cracking and is not scheduled for rehabilitation until 2008.

Benefit: Provide a smoother and safer ride and reduce maintenance costs. The contract provides for safer highways for the traveling motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49431.

10. **Central Asphalt, Inc. (Location 1)** **\$77,876.10**
900 South Bradley – Box 389
Mt. Pleasant, MI 48804-0389

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract to detail 7' and 8' pavement joint and crack repairs with a hot mix asphalt (HMA) overlay on the ramps. These ramps have numerous potholes, cracks, and failing joints. These repairs are located on US-127 at the southbound M-46 ramps in Gratiot County. The project was advertised, and two bids were received. Per the recommendation of the Mt. Pleasant TSC, the lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for detail 7' and 8' pavement joint and crack repairs with a HMA overlay on the ramps located on US-127 at the southbound M-46 ramps in Gratiot County.

Benefit: The contract provides for safer highways for the traveling motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48804.

11. **Central Asphalt, Inc. (Location 2)** **\$72,971.70**
900 South Bradley – Box 389
Mt. Pleasant, MI 48804-0389

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract to detail 7' and 8' pavement joint and crack repairs with a hot mix asphalt (HMA) overlay on the ramps. These ramps have numerous potholes, cracks, and failing joints. These repairs are located on US-127 at the northbound M-46 ramps in Gratiot County. The project was advertised, and two bids were received. Per the recommendation of the Mt. Pleasant TSC, the lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for detail 7' and 8' pavement joint and crack repairs with a HMA overlay on the ramps located on US-127 at the northbound M-46 ramps in Gratiot County.

Benefit: The contract provides for safer highways for the traveling motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If work is not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48804.

12. **Michigan Paving & Materials Co.** **\$303,780**
14536 E. Michigan
Galesburg, MI 49009

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for hot mix asphalt (HMA) paving of 8 miles of M-311 in Calhoun County. The project was advertised and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: HMA paving of 8 miles of M-311 in Calhoun County.

Benefit: To provide a safe driving surface for motorists. Current pavement is deteriorated.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: Motorists' safety is compromised if left in current condition.

Cost Reduction: The contract work was competitively bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49009.

13. **Pyramid Paving and Contracting Co** **\$60,449**
1503 Pine St
Essexville, MI 48732

Approval is requested to authorize the Crawford County Road Commission to award a subcontract for cold milling and resurfacing the hazardous rutting and generally rough, uneven surface at the intersection at Business Loop I-75 and M-72 west in the city of Grayling. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To authorize the Crawford County Road Commission to award a subcontract for cold milling and resurfacing at the intersection of Business Loop I-75 and M-72 west in the city of Grayling.

Benefit To provide a safer, smoother road surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment The road surfaces in these areas are deteriorating. If work is not performed, it could become a hazard for the traveling public.

Cost Reduction: The contract work was competitively bid by the Crawford County Road Commission.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48732.

14. **Curbco Sweeping, Inc.** **\$40,196.80**
P O Box 70
Swartz Creek, MI 48473

Approval is requested to authorize the St. Clair County Road Commission to extend an existing subcontract from 2003 through 2004 to furnish labor, equipment, and materials to perform mobile pickup and sweeping of the curbed and barrier wall locations on the state trunkline system within St. Clair County. The 2003 contract was advertised as a county-wide materials and services program and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To authorize the St Clair County Road Commission to extend an existing 2003 contract to furnish labor, equipment, and materials to perform mobile pickup and sweeping of the curbed and barrier wall locations on the trunkline system within St. Clair County.

Benefit: To perform mobile pickup and sweeping of the curbed and barrier wall locations in St. Clair County.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: Mobile pickup and sweeping of the curbed and barrier wall to ensure the safety of the motoring public.

Cost Reduction: The contract work was competitively bid by the St. Clair County Road Commission

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48473.

CONTRACTS

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0144/A3) between MDOT and V3 Infrastructure Services, Ltd./SDI Consultants, Ltd., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1), for which extra time is needed because of design changes requested by the City of Niles. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 9, 2000, through September 9, 2005. The maximum dollar amount of the contract remains unchanged at \$2,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. For example, rushing projects through the design completion process would result in reduced quality and an incomplete product due to the limited time remaining.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49120.

16. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R5) under Contract (2000-0144) between MDOT and V3 Infrastructure Services, Ltd./SDI Consultants, Ltd., will increase the scope, increase the authorization amount by \$8,401.16, and extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional scope and time are needed because the completed design must now be revised in order to account for changes resulting from ongoing real estate negotiations and recent discussions with the City of Niles. The original authorization provides for design services for the widening and resurfacing of M-51 in the city of Niles and Niles Township, Berrien County (CS 11091 - JN 50755C). The revised authorization term will be August 29, 2001, through September 9, 2005. The revised authorization amount will be \$407,666.93. The contract term will be March 9, 2000, through September 9, 2005. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization revision will increase the scope and extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional scope and time are needed because the completed design must now be revised in order to account for changes resulting from ongoing real estate negotiations and recent discussions with the City of Niles. The original authorization provides for design services for the widening and resurfacing of M-51 in the city of Niles and Niles Township, Berrien County. This revision adds only 100 hours to the project, but results in the upgrade of all obsolete water services under the pavement, most at 100% City cost. This arrangement is expected to limit disruptions to local businesses and traffic by allowing both projects to be completed at the same time.

Benefit: The benefit of this time extension is that the design can be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this revision is that the consultant will not be able to complete the design work. Rushing the project through the design completion process would result in reduced quality and an incomplete product due to the limited time remaining. It will be far more costly for MDOT to attempt to take over the design at this point than to have the consultant complete it.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49120.

17. HIGHWAYS (Real Estate) – Time Extension

Amendatory Contract (2000-0766/A3) between MDOT and Spicer Group, Inc., will extend the contract term by six months to allow sufficient time for the consultant to complete the work. Not all billboards have been identified, resulting in an incomplete inventory. The consultant will also serve as a primary witness in various illegal billboard cases that are pending hearings. The original contract provides for the following three activities in the Bay Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. The revised contract term will be September 13, 2000, through March 12, 2005. The total contract amount remains unchanged at \$289,683.84. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Bay Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of individual billboards, the sign details, and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Illegal billboards would dominate state highways and would be in noncompliance with state and federal laws.

Cost Reduction: This contract was competitively bid and the lowest bid was selected.

New Project Identification: N/A

Zip Code: 48605.

18. HIGHWAYS (Real Estate) – Time Extension

Amendatory Contract (2000-0777/A3) between MDOT and 5 Star Development will extend the contract term by approximately six months to allow sufficient time for the consultant to complete the work. Not all billboards have been identified, resulting in an incomplete inventory. The consultant will also serve as a primary witness in various illegal billboard cases that are pending hearings. The original contract provides for the following three activities in the Grand Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. The revised contract term will be September 1, 2000, through March 1, 2005. The total contract amount remains unchanged at \$322,620. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Grand Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of individual billboards, the sign details, and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Illegal billboards would dominate state highways and would be in noncompliance with state and federal laws.

Cost Reduction: This contract was competitively bid and the lowest bid was selected.

New Project Identification: N/A.

Zip Code: 49504.

19. HIGHWAYS (Real Estate) – Time Extension

Amendatory Contract (2000-0778/A3) between MDOT and 5 Star Development will extend the contract term by approximately six months to allow sufficient time for the consultant to complete the work. Not all billboards have been identified, resulting in an incomplete inventory. The consultant will also serve as a primary witness in various illegal billboard cases that are pending hearings. The original contract provides for the following three activities in the Metro Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. The revised contract term will be September 1, 2000, through March 1, 2005. The total contract amount remains unchanged at \$324,340. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Metro Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of individual billboards, the sign details, and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Illegal billboards would dominate state highways and would be in noncompliance with state and federal laws.

Cost Reduction: This contract was competitively bid and the lowest bid was selected.

New Project Identification: N/A.

Zip Code: 48076.

20. HIGHWAYS (Real Estate) – Time Extension

Amendatory Contract (2000-0779/A3) between MDOT and John Cuth Engineering, Inc., will extend the contract term by approximately six months to allow sufficient time for the consultant to complete the work. Not all billboards have been identified, resulting in an incomplete inventory. The consultant will also serve as a primary witness in various illegal billboard cases that are pending hearings. The original contract provides for the following three activities in the Superior Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. The revised contract term will be September 1, 2000, through March 1, 2005. The total contract amount remains unchanged at \$146,026.72. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Superior Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of individual billboards, the sign details, and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Illegal billboards would dominate the state highways and would be in noncompliance with state and federal laws.

Cost Reduction: This contract was competitively bid and the lowest bid was selected.

New Project Identification: N/A.

Zip Code: 49855.

21. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z6/R1) under Contract (2001-0666) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the authorization term by three months. The additional time is needed because the Region pushed back the project schedule to coordinate this project's construction with that of the Gateway Project in Detroit, and the Region changed the maintaining traffic concepts after the consultant had prepared the plans. The original authorization provides for the design of the I-96 over-ramp from I-94 in Wayne County (S39 of 82123 – JN 59284F). The revised authorization term will be March 14, 2003, through December 1, 2004. The authorization amount remains unchanged at \$134,768.11. The contract term is May 9, 2002, through May 9, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The authorization provides for bridge deck replacement and widening. The additional time is needed because the Region pushed back the project schedule to coordinate this project's construction with that of the Gateway Project in Detroit, and the Region changed the maintaining traffic concepts after the consultant had prepared the plans. Also, the consultant's coordination with the City of Detroit Public Lighting Department (PLD) for the relocation of the PLD's facilities proved very time-consuming.

Benefit: A new bridge deck and substructure repairs that will extend the life of this structure.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The bridge will continue to deteriorate and repairs will be much more costly in the future.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48210.

* Denotes a non-standard contract/amendment

22. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z7/R1) under Contract (2001-0666) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the authorization term by three months. The additional time is needed because the Region pushed back the project schedule to coordinate this project's construction with that of the Gateway Project in Detroit, and the Region changed the maintaining traffic concepts after the consultant had prepared the plans. The original authorization provides for the design of the I-96 over-ramp from I-94 in Wayne County (S40 of 82123 – JN 59284F). The revised authorization term will be March 14, 2003, through December 1, 2004. The authorization amount remains unchanged at \$134,768.11. The contract term is May 9, 2002, through May 9, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The authorization provides for bridge deck replacement and widening. The additional time is needed because the Region pushed back the project schedule to coordinate this project's construction with that of the Gateway Project in Detroit, and the Region changed the maintaining traffic concepts after the consultant had prepared the plans. Also, the consultant's coordination with the City of Detroit Public Lighting Department (PLD) for the relocation of the PLD's facilities proved very time-consuming.

Benefit: A new bridge deck and substructure repairs that will extend the life of this structure.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The bridge will continue to deteriorate and repairs will be much more costly in the future.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48210.

23. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2002-0238) between MDOT and Spalding DeDecker will extend the authorization term by approximately five months. The current expiration date of this authorization does not allow sufficient time for the consultant to complete additional research and design changes requested by the City of St. Clair. The original authorization (Z2) provides for a traffic study on M-29 through St. Clair, and for research and planning for a non-motorized bike path in the city of St. Clair, St. Clair County (CS 77052 - JN 74272). The revised authorization term will be March 13, 2003, through January 31, 2005. The contract term is January 31, 2002, through January 31, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will extend the authorization term by approximately five months. The current expiration date of this authorization does not allow sufficient time for the consultant to complete additional research and design changes requested by the city of St. Clair. The original authorization (Z2) provides for a traffic study on M-29 through the city of St. Clair, and for research and planning for a non-motorized bike path in the city of St. Clair, St. Clair County. The City rejected the proposed alternative layout of M-29 laneage; the location of on-street parking requires additional review and discussion with the City; and the City requires at least one public meeting before the City Council will approve the findings of the study. The consultant has agreed to no additional funding, but requested a time extension only.

Benefit: The primary benefit of granting the time extension is that the consultant can complete the project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this authorization does not allow sufficient time for the consultant to complete additional research and design changes requested by the City of St. Clair. Failure to extend the expiration date will necessitate that the consultant stop assembling the final project deliverables prior to task completion. If this occurs, the consultant would be unable to provide MDOT with final deliverables for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for new research on an existing route, and for a new non-motorized bike path.

Zip Code: 48079.

24. *HIGHWAYS - IDS University Research Services

Amendatory Contract (2002-0532/A1) between MDOT and Michigan State University (MSU) will revise the indirect cost language to allow MSU to charge MDOT overhead rates not to exceed the rate set forth in the approved Colleges and Universities Rate Agreement between MSU and its cognizant agency. The original contract provides for an overhead rate based on the rate set forth in the approved Colleges and Universities Rate Agreement between MSU and its cognizant agency; this change will allow MSU to charge MDOT lower, but not higher, overhead rates. The original contract provides for research services to be performed on an as needed/when needed basis. The contract term remains unchanged, from September 10, 2003, through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To revise the contract language to allow the universities to offer an overhead rate that is lower than the overhead rate negotiated with the federal cognizant agency.

Benefit: Potential savings to MDOT on university research projects.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, MDOT will pay a higher overhead rate because of contract language inflexibility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48824.

25. *HIGHWAYS - IDS University Research Services

Amendatory Contract (2002-0546/A1) between MDOT and Wayne State University (WSU) will revise the indirect cost language to allow WSU to charge MDOT overhead rates not to exceed the rate set forth in the approved Colleges and Universities Rate Agreement between WSU and its cognizant agency. The original contract provides for an overhead rate based on the rate set forth in the approved Colleges and Universities Rate Agreement between WSU and its cognizant agency; this change will allow WSU to charge MDOT lower, but not higher, overhead rates. The original contract provides for research services to be performed on an as needed/when needed basis. The contract term remains unchanged, from September 12, 2003, through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To revise the contract language to allow the universities to offer an overhead rate that is lower than the negotiated overhead rate negotiated with the federal cognizant agency.

Benefit: Potential savings to MDOT on university research projects.

* Denotes a non-standard contract/amendment

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, MDOT will pay a higher overhead rate because of contract language inflexibility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48202.

26. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z7/R2) under Contract (2002-0686) between MDOT and HH Engineering, LTD., will provide for design services for the addition of a bike path to include approach work and the replacement of a culvert and increase the authorization amount by \$119,067.56. The original authorization (Z7) provides for the bridge rehabilitation design of (S17) at I-75 under M-15 in Oakland County (CS 63172 - JN 51497G). The term of the authorization remains unchanged, August 25, 2003, through September 20, 2005. The revised authorization amount will be \$332,895.44. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for design services for the addition of a bike path to include approach work and replacement of a culvert and increase the authorization amount by \$119,067.56. The original authorization (Z7) provides for bridge rehabilitation design of (S17) at I-75 under M-15 in Oakland County (CS 63172 - JN 51497G). Independence Township requested that MDOT include a bike/safety path through the interchange and across the bridge. This path is on their long range plan and will connect the city of Clarkston with communities and parks north of I-75. Additional approach work is being added to connect a previous road project with the bridge work and fill in a 700 foot gap of deteriorated pavement. A culvert that carries the Clinton River under M-15 also needs replacement as a result of the approach work and bike path.

Benefit: This revision will provide the local community with the benefit of the bike path and follow the Governor's Directive for context sensitive design. The additional road work and culvert replacement will complete the rehabilitation of the entire stretch of M-15.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this revision, the design of the bike path would not be provided for the local community and the entire stretch of M-15 would not be renovated due to a 700 foot gap. Without the new culvert, the risk of a future wash out could ruin the new road work and cause possible safety issues.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

Zip Code: 48348.

27. *HIGHWAYS - IDS University Research Services

Amendatory Contract (2003-0026/A1) between MDOT and the Regents of the University of Michigan (U of M) will revise the indirect cost language to allow U of M to charge MDOT overhead rates not to exceed the rate set forth in the approved Colleges and Universities Rate Agreement between U of M and its cognizant agency. The original contract provides for an overhead rate based on the rate set forth in the approved Colleges and Universities Rate Agreement between U of M and its cognizant agency; this change will allow U of M to charge MDOT lower, but not higher, overhead rates. The original contract provides for research services to be performed on an as needed/when needed basis. The contract term remains unchanged, from October 21, 2003, through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To revise the contract language to allow the universities to offer an overhead rate that is lower than the overhead rate negotiated with the federal cognizant agency.

Benefit: Potential savings to MDOT on university research projects.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, MDOT will pay a higher overhead rate because of contract language inflexibility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48109.

28. *HIGHWAYS - IDS University Research Services

Amendatory Contract (2003-0063/A1) between MDOT and Michigan Technological University (MTU) will revise the indirect cost language to allow MTU to charge MDOT overhead rates not to exceed the rate set forth in the approved Colleges and Universities Rate Agreement between MTU and its cognizant agency. The original contract provides for an overhead rate based on the rate set forth in the approved Colleges and Universities Rate Agreement between MTU and its cognizant agency; this change will allow MTU to charge MDOT lower, but not higher, overhead rates. The original contract provides for research services to be performed on an as needed/when needed basis. The contract term remains unchanged, from September 12, 2003, through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To revise the contract language to allow the universities to offer an overhead rate that is lower than the overhead rate negotiated with the federal cognizant agency.

Benefit: Potential savings to MDOT on university research projects.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, MDOT will pay a higher overhead rate because of contract language inflexibility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 49931.

* Denotes a non-standard contract/amendment

29. HIGHWAYS - IDS Design Consultant Services

Authorization (Z13) under Contract (2003-0073) between MDOT and Great Lakes Engineering Group, LLC, will provide for bridge scoping to develop repair recommendations for bridge structures within the Metro Region. The work items include site review, engineering analysis of findings, and report preparation. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$128,054. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the structure and a detailed scope of work is needed to include the structure in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the 5 Year Plan. Once the condition is assessed, a report will be written providing detailed descriptions of condition, what repairs are necessary, and a cost estimate for the rehabilitation.

Benefit: The benefit of completing this project would be to provide a clear understanding of the condition and state of the structures and to determine rehabilitation options for the structures requiring immediate or future repairs. This will ensure the continued and future in-service safety and proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not having the proposed work completed would be the further deterioration of the structures requiring emergency repairs to be performed or load restrictions to be placed on the structures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for the inspection of existing bridges in the Metro Region.

Zip Code: 48075.

30. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge project scoping for the 2009 Call for Projects in various locations in the Metro Region (CS 84917 - JN 79959). This authorization will be in effect from the date of award through April 8, 2006. The authorization amount will be \$142,331.75. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to inspect bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the bridge structure, and a detailed scope of work is needed to include the structure in the program. It is important to perform a detailed scope for each bridge structure to provide an appropriate rehabilitation recommendation to the Lansing Bridge Design Support Area. All bridge structures to be scoped are included in the 5 Year Plan. Once the condition is assessed, a report will be written providing detailed descriptions of condition, what repairs are necessary, and a cost estimate for the rehabilitation.

Benefit: The benefit would be to provide a clear understanding of the condition states of the structures in this project, and to determine rehabilitation options for the structures that are in need of immediate or future repairs. This will ensure the continued and future in-service safety of the structures in this project, and will also ensure continued proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not done at this time, the bridge structures will continue to deteriorate, and future serviceability cannot be assured. It is important to maintain a network management strategy, and to spend our bridge template dollars wisely on a mix of fixes throughout the life of each structure to prevent expensive replacements due to neglect.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New inspection/scoping project.

Zip Code: 48174.

31. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z9/R1) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional as-needed office technician services and increase the authorization amount by \$69,525.43. This revision is necessary to allow for the continuation of the office technician services due to unforeseen additional work. The original authorization (Z9) provides for as-needed office technician services to be performed in the Grand Region (CS Various - JN Various). The term of the authorization remains unchanged, February 3, 2004, through September 3, 2006. The revised authorization amount will be \$167,342.57. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional as-needed office technician services and increase the authorization amount by \$69,525.43. This revision is necessary to allow for the continuation of the office technician services due to unforeseen additional work. The original authorization (Z9) provides for as-needed office technician services to be performed in the Grand Region. These services will support the delivery of the construction program in a timely manner.

Benefit: This authorization revision will provide for adequate project administration resulting in a high quality product for the people of Michigan. The services will ensure that documentation for the construction projects are up to current state and federal standards.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this revision, adequate office support to handle the project documentation would not be provided, which could result in substandard work and possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: These are rehabilitation projects.

Zip Code: 49504.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5557) between MDOT and the City of Keego Harbor will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Cass Lake Road from Orchard Lake Road northerly to the north city limits.

Estimated Funds:

Federal Highway Administration Funds	\$140,000.00
City of Keego Harbor Funds	<u>\$145,714.29</u>
Total Funds	<u>\$285,714.29</u>

STE 63459 - 43882
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Keego Harbor Funds.

Commitment Level: 49% federal up to \$140,000 and the balance by the City of Keego Harbor; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

Zip Code: 48320.

33. *HIGHWAYS - IDS University Research Services
Amendatory Contract (2004-0090/A1) between MDOT and Western Michigan University (WMU) will revise the indirect cost language to allow WMU to charge MDOT overhead rates not to exceed the rate set forth in the approved Colleges and Universities Rate Agreement between WMU and its cognizant agency. The original contract provides for an overhead rate based on the rate set forth in the approved Colleges and Universities Rate Agreement between WMU and its cognizant agency; this change will allow WMU to charge MDOT lower, but not higher, overhead rates. The original contract provides for research services to be performed on an as needed/when needed basis. The contract term remains unchanged, from February 9, 2004, through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To revise the contract language to allow the universities to offer an overhead rate that is lower than the overhead rate negotiated with the federal cognizant agency.

Benefit: Potential savings to MDOT on university research projects.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, MDOT will pay a higher overhead rate because of contract language inflexibility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 49015.

34. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2004-0104) between MDOT and NTH Consultants, Ltd., will provide for bridge project scoping for the 2009 Call for Projects in various locations in the Metro Region (CS 84917 - JN 79962). This authorization will be in effect from the date of award through February 23, 2007. The authorization amount will be \$128,548.50. The contract term is February 23, 2004, through February 23, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this authorization is to inspect bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the bridge structure, and a detailed scope of work is needed to include the structure in the program. It is important to perform a detailed scope for each bridge structure to provide an appropriate rehabilitation recommendation to the Lansing Bridge Design Support Area. All structures to be scoped are included in the 5 Year Plan. Once the condition is assessed, a report will be written providing detailed descriptions of condition, what repairs are necessary, and a cost estimate for the rehabilitation.

Benefit: The benefit would be to provide a clear understanding of the condition states of the structures in this project, and to determine rehabilitation options for the structures that are in need of immediate or future repairs. This will ensure the continued and future in-service safety of the structures in this project, and will also ensure continued proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not done at this time, the bridge structures will continue to deteriorate, and future serviceability cannot be assured. It is important to maintain a network management strategy, and to spend our bridge template dollars wisely on a mix of fixes throughout the life of each structure to prevent expensive replacements due to neglect.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New inspection/scoping project.

Zip Code: 48174.

35. *HIGHWAYS - IDS University Research Services

Amendatory Contract (2004-0105/A1) between MDOT and Lawrence Technological University (LTU) will revise the indirect cost language to allow LTU to charge MDOT overhead rates not to exceed the rate set forth in the approved Colleges and Universities Rate Agreement between LTU and its cognizant agency. The original contract provides for an overhead rate based on the rate set forth in the approved Colleges and Universities Rate Agreement between LTU and its cognizant agency; this change will allow LTU to charge MDOT lower, but not higher, overhead rates. The original contract provides for research services to be performed on an as needed/when needed basis. The contract term remains unchanged, from March 8, 2004, through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To revise the contract language to allow the universities to offer an overhead rate that is lower than the overhead rate negotiated with the federal cognizant agency.

Benefit: Potential savings to MDOT on university research projects.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, MDOT will pay a higher overhead rate because of contract language inflexibility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48075.

36. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for technical assistance to MDOT for the environmental assessment (EA) being performed by MDOT on the I-196/I-96 corridor in the city of Grand Rapids and Grand Rapids Township, Kent County (CS 41025, 41027, 41051 - JN 48564). The work items include the collection and analysis of data required for portions of the EA. MDOT will perform the actual EA. The authorization will be in effect from the date of award through June 3, 2007. The authorization amount will be \$143,872.38. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization (Z2) will provide for technical assistance to MDOT for the environmental assessment (EA) being performed by MDOT on the I-196/I-96 corridor in the city of Grand Rapids and Grand Rapids Township, Kent County. The work items include collection and analysis of data required for portions of the EA, such as traffic analysis, hydraulic analysis, noise analysis, and air quality analysis. MDOT will perform the actual EA. This EA will provide environmental clearance for a large portion of this corridor, which will allow MDOT to perform much-needed rehabilitation and reconstruction work. This future work is planned for the improvement of the quality of the pavement and the provision of long-term capacity and growth requirements.

Benefit: The benefit of authorizing this work now is that the corridor can have planned functional and capacity improvements in a timely fashion.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not awarded at this time, regularly-scheduled or programmed improvement projects would have to be performed without previously identified long-term capacity improvements being performed at the same time. This means potentially disrupting our customers twice at the same project location and incurring additional costs for maintenance of traffic and mobilization. It also means possible negative economic impacts to businesses located along these routes or dependant upon reliable transportation through this main corridor to downtown Grand Rapids.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new EA on existing routes.

Zip Code: 49504.

37. *HIGHWAYS – Economic Benefits Assessment MOU

Memorandum of Understanding (MOU) (2004-0297) between MDOT and the Michigan Economic Development Commission (MEDC) will provide for MEDC to oversee and facilitate a project for the assessment of the economic benefits associated with MDOT's Five-Year Transportation Program and of alternate transportation investment strategies. The assessment project will be conducted by the University of Michigan, using MEDC's Regional Economic Models, Inc. (REMI). This MOU will be in effect from the date of award through June 30, 2005. The MOU amount will be \$95,824. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To identify the economic benefits of MDOT's 2005-2009 Five-Year Transportation Program on the manufacturing, tourism, and agri-business sectors of the state's economy. George Fulton, an economics professor at the University of Michigan, will perform this analysis, which will involve the use of the REMI, currently licensed by MEDC.

Benefit: This economic analysis will be used to help educate the public on the overall benefits of MDOT's 2005-2009 Five-Year Transportation Program on the state's economy.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This analysis was requested by the MDOT Director. This analysis will be used to support the roll-out of the 2005-2009 Five-Year Plan. If this analysis is not completed, the public will continue to ask what economic impacts MDOT's transportation program has on the State of Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48109.

38. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0308) between MDOT and The Corradino Group, P.S.C., will provide for the conduct of aesthetic/context-sensitive design workshops and a professional design competition for M-1 (Woodward Avenue) at M-102 (Eight Mile Road). Services will include a design for the aesthetic enhancement of this intersection, a cost estimate of the proposed enhancement, and a program through which the initial investment in the enhancement can be protected through a public/private partnership that takes ownership of the intersection. This authorization will be in effect from the date of award through March 18, 2007. The authorization amount will be \$404,422. The contract term is March 18, 2004, through March 18, 2007. Source of Funds: 81.85% Federal Highway Administration (National Highway) Funds and 18.15% State Restricted Trunkline Funds

Purpose/Business Case: The purpose of this project is to conduct context-sensitive design workshops with stakeholders to create a positive image at the intersection. Ideas generated from the environmental phase (environmental assessment) of the study will be used here, as a basis for the development of aesthetic improvements to the bridge and environs. In addition, the State Historic Preservation Office (SHPO) has determined that the intersection is eligible for the national Register. Therefore, before design and construction can begin, we must coordinate with SHPO and the community to agree on aesthetic enhancements that are appropriate for the area.

Benefit: Stakeholders will be a part of the decision-making process and will provide preferences with regard to aesthetic improvements that fit in with their community and visions. The context-sensitive design workshops are an extension of the public involvement activities that occurred during the environmental phase.

Funding Source: 81.85% Federal Highway Administration (National Highway) Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the context-sensitive design workshops are not conducted, there will be much criticism from the locals, as they believe that the intersection and bridges are "blighting" factors in their community. Improvements to the bridge are needed immediately. The project was delayed because an EA took almost three years to complete, and the bridge remains in need of repair. Design and construction will immediately follow the workshops in order to ensure that the structure is safely replaced and open to traffic before the many traffic generators, including the Michigan State Fair and the Woodward Dream Cruise, are scheduled to take place.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48220.

39. HIGHWAYS – Design Consultant Services

Contract (2004-0406) between MDOT and Alfred Benesch & Company will provide for the design of the reconstruction of M-153 (Ford Road) from Mercury Drive to US-12 (Michigan Avenue) in Wayne County. The work items include reconstructing the road in conformity with MDOT pavement design requirements; performing grading work and earthwork; upgrading shoulders; and preparing pavement marking plans, traffic signal plans, and right-of-way plans. The length of this project is 2.55 miles. This contract will be in effect from the date of award through October 29, 2006. The total contract amount will be \$1,135,140.73. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, 2.22% City of Dearborn Act 51 Funds, and 0.05% City of Detroit Act 51 Funds.

Purpose/Business Case: To provide for the design of the M-153 reconstruction project (JN 47066C) in the city of Dearborn. The project limits along M-153 are from Mercury Drive to US-12 (Michigan Avenue) with a length of 2.55 miles. The existing roadway varies from a divided cross-section with three lanes in each direction to an undivided cross-section with two or three lanes in each direction with a center left turn lane. The existing pavement and drainage system is in extremely poor condition. This reconstruction project is included within MDOT's Five Year Plan. Construction is currently planned for the summer of 2006.

Benefit: To improve the pavement ride quality and the condition and safety of the roadway. This project will also reduce long term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, 2.22% city of Dearborn ACT 51 Funds, and 0.05% city of Detroit ACT 51 Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the roadway, the reconstruction is the preferred repair. Please note that should the reconstruction not be approved, the cost to perform a combination of repairs and maintenance would be greater when compared to the cost of reconstruction over the same twenty-year period. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the reconstruction, would require additional disruptions to the traffic. These additional disruptions would result in an increase cost to users in the form of user delays.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project. It is a reconstruction of an existing roadway.

Zip Code: 48126.

40. *HIGHWAYS - Construction Engineering Services

Contract (2004-0407) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for the oversight of the reconstruction of 14.63 miles of pavement milling, repairs and resurfacing, median shoulder widening, ramp improvements, guardrail replacements, right-of-way fence replacement, rehabilitation of nine bridges, and related work on I-75 southbound from the Oakland/Genesee county line to M-15 in Oakland County. The work items will include project administration and staking, inspection, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. This contract will be in effect from the date of award through June 30, 2006. The total contract amount will be \$1,491,500. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide construction engineering services for the oversight of the reconstruction of 14.63 miles of pavement milling, repairs and resurfacing, median shoulder widening, ramp improvements, guardrail replacements, right-of-way fence replacement, rehabilitation of nine bridges, and related work on I-75 southbound from the Oakland/Genesee county line to M-15 in Oakland County. The work items will include project administration and staking, inspection, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation.

Benefit: This contract will provide for the construction engineering inspection and oversight of all contract work on the construction contract to insure that all materials and workmanship are in accordance with State of Michigan and federal requirements. These services will also include administration, measurements, computations, documentation, record keeping, and close-out. The services must be provided to ensure that the federal funding level is maintained.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of federal funds and be contrary to state policy and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract amount. Hours are negotiated based on needed service.

New Project Identification: This is for oversight of a reconstruction project.

Zip Code: 48346, 48348, 48350, and 48442.

41. HIGHWAYS - IDS Real Estate Title Services

Contract (2004-0425) between MDOT and Great Lakes Title & Escrow Service Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

42. HIGHWAYS - IDS Real Estate Title Services

Contract (2004-0426) between MDOT and Keweenaw Title Agency will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

43. HIGHWAYS - IDS Real Estate Services

Contract (2004-0428) between MDOT and Time Saving Appraisal Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

44. HIGHWAYS - IDS Engineering Services
Contract (2004-0433) between MDOT and Hardesty & Hanover, LLP, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
45. HIGHWAYS - IDS Engineering Services
Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
46. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2004-5293) between MDOT and the City of Pinconning will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous pathway work along the Michigan Central Railroad right-of-way from the intersection of Second Street and Manitou Street northerly to River Street, along the Pinconning River from the Michigan Central Railroad right-of-way westerly to Highway M-13, along Michigan Central Railroad right-of-way from approximately 250 feet north of the Pinconning River northerly to North Street, and along the Pinconning River from Water Street easterly and southerly to Pinconning Road, including landscaping work.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$286,941.00	\$(32,498.04)	\$254,442.96
City of Pinconning Funds	<u>\$106,128.87</u>	<u>\$(12,019.83)</u>	<u>\$ 94,109.04</u>
Total Funds	<u>\$393,069.87</u>	<u>\$(44,517.87)</u>	<u>\$348,552.00</u>

STE 09033 – 54930; Bay County
Amendment

The purpose of this amendment is to modify the limits of the project (delete work along North Street from the Michigan Central Railroad right-of-way easterly to Water Street, along Water Street from North Street southerly of the Pinconning River, and along the Michigan Central Railroad right-of-way from River Street northerly to approximately 250 feet north of the Pinconning River), delete the pedestrian bridge work, reduce the maximum amount of federal funds from \$286,941.00 to \$254,442.96 to be applied to the eligible items of the project cost, and revise the project cost to reflect these changes. The project cost reflects the maximum amount in which the federal government will participate.

Purpose/Business Case: Amend original contract to modify the limits of the project, delete the pedestrian bridge work, reduce the maximum amount of federal funds to be applied to the eligible items of the project cost, and revise the project cost to reflect these changes.

Benefit: Revised contract will agree with the changes in scope and funding proposed by the City.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Pinconning.

Commitment level: 73% federal up to \$254,442.96 and the balance by City of Pinconning; based on estimate.

Risk Assessment: Without the amendment, the City will receive more federal funds than it should based on the changes in scope of work proposed by the City.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was for new pedestrian and bicycle facility.)

Zip Code: 48650.

47. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5340) between MDOT and the City of Grand Rapids will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized pathway work along the Grand River from Canal Street Park to Leonard Street.

Estimated Funds:

Federal Highway Administration Funds	\$124,508.00
City of Grand Rapids Funds	<u>\$ 46,050.91</u>
Total Funds	<u>\$170,558.91</u>

STE 41401 – 58145; Kent County

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Grand Rapids Funds.

Commitment level: 73% federal up to \$124,508 and the balance by City of Grand Rapids; based on estimate.

Risk Assessment: Contract required in order for City to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49503.

48. HIGHWAYS - Railroad Grade Crossing Improvement Contract
Contract (2004-5377) between MDOT and the City of Grandville will provide for participation in the following improvements:

Pre-signal installation work at the at-grade crossing of the tracks of CSX Transportation, Inc., with Wilson Avenue (National Inventory #234 585 A) in the city of Grandville, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$18,930
City of Grandville Funds	<u>\$ 0</u>
Total Funds	<u>\$18,930</u>

STRG 41067 – 77946; Kent County
Railroad Force Account

Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

Benefit: Increase motorist safety at highway-railroad grade crossing.

Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds.

Commitment Level: 100% federal; based on estimate.

Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.

Cost Reduction: Local agency to perform the work at a cost determined to be at least 6 percent less than if it were contracted.

New Project Identification: Improvement of existing highway-railroad grade crossing.

Zip Code: 49418.

49. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5381) between MDOT and the Village of Milford will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Masonry restoration and structural steel repair work for the 1939 Henry Ford Powerhouse located adjacent to Central Park, including asbestos abatement, door, and window work.

Estimated Funds:

Federal Highway Administration Funds	\$262,500
Village of Milford Funds	<u>\$112,500</u>
Total Funds	<u>\$375,000</u>

STE 63473 – 58203; Oakland County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Historic preservation.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Milford Funds.

Commitment level: 70% federal up to \$262,500 and the balance by the Village of Milford; based on estimate.

Risk Assessment: Contract required in order for Village to receive these federal funds.

* Denotes a non-standard contract/amendment

Cost Reduction: Low bid.

New Project Identification: Historic preservation of existing transportation building.

Zip Code: 48381.

50. *MACKINAC BRIDGE AUTHORITY – Fiber Optic Cable Lease

Contract (2004-0394) between the Mackinac Bridge Authority (MBA) and CC VIII Operating, LLC, doing business as Charter Communications, will provide for the lease of four strands of excess dark fiber optic cable owned by the MBA to CC VIII Operating, LLC. MBA installed 144 strands of fiber optic cable to communicate with its security and information systems. The completed systems utilize 48 strands, leaving 96 strands available for future needs and excess capacity. MBA believes that 50 strands should accommodate all future needs, leaving 46 excess strands available for generating additional revenue by leasing to parties interested in a communications link across the Straits of Mackinac. The contract will be in effect from the date of award through two years. CC VIII Operating, LLC, will pay MBA \$36,000.

Purpose/Business Case: To allow CC VIII Operating, LLC, use of excess strands of fiber optic cable owned by the Mackinac Bridge Authority in exchange for monetary compensation.

Benefit: Will facilitate the expansion of the CC VIII Operating, LLC, “Link Michigan” broadband internet service while providing the Mackinac Bridge Authority with revenue to be used for the operation and maintenance of the bridge. CC VIII Operating, LLC, will pay the Mackinac Bridge Authority an up-front payment of \$36,000 for the use of four fibers for a period of two years.

Funding Source: All revenue received by the MBA for leasing its excess dark fibers will be paid by CC VIII Operating, LLC, at the beginning of the lease period. These funds will be used by the MBA for the operation and maintenance of the Mackinac Bridge. Section 7 of Act No. 141 of the Public Acts of 1953 authorizes the MBA to lease its utilities and to determine the rates to be charged.

Commitment Level: The contract amount is fixed at \$36,000 payable at the inception of this contract.

Risk Assessment: If the contract is not awarded, MBA will lose supplemental revenue of \$36,000. MBA’s proposed contract will minimize risk to MBA by holding MBA harmless for loss or damage to CC VIII, Operating, LLC, and third party liability.

Cost Reduction: This contract will provide MBA with \$36,000 in supplemental revenue for use in operating and maintaining the Mackinac Bridge.

New Project Identification: This is a new source of revenue for MBA.

Zip Code: 49781.

51. *MULTI-MODAL (Aeronautics) - Novate, Extend Term

Amendatory Contract (2001-0569/A1) between MDOT, the Oakland County Board of Commissioners, and the County of Oakland will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change and will extend the contract term by one year to provide sufficient time for the consultant to complete the update of an airport layout plan (ALP) and allow for MDOT and Federal Aviation Administration (FAA) reviews of the completed document. The original contract provides for the update of an airport layout plan at the Oakland/Southwest Airport in New Hudson, Michigan. The revised contract term will be September 20, 2001, through September 19, 2005. The total contract amount remains unchanged at \$65,000. Source of Funds: FAA Funds - \$58,500; State Restricted Aeronautics Funds - \$6,500.

Purpose/Business Case: The original contract includes the updating of an ALP. A wetland mitigation study was needed before the update could be completed to determine if the proposed runway-widening project could be built, since there is standing water on both the north and south sides of the runway. The study will determine which side of the runway could be widened with the least amount of disturbance to the surrounding environment. A one-year extension will give the consultant time to incorporate the findings of the wetland mitigation study into the ALP and allow for MDOT and FAA reviews of the completed document. The novation will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change.

Benefit: The updated document will meet the requirements of the FAA.

Funding Source: Federal Aviation Administration (FAA) Funds - \$58,500; State Restricted Aeronautics Funds - \$6,500; Contract Total - \$65,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not providing a time extension is that the document submitted to the FAA for review would be inaccurate.

Cost Reduction: There is no additional cost. This is a time extension only.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48327.

52. *MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2001-0934/A2) between MDOT and the Northwestern Regional Airport Commission (NRAC) will extend the contract term by seventeen years in order to allow sufficient time for the contractor to complete the mandated security enhancements and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of a terminal building (phase 1), for water and sewer construction, and for security enhancements at the Cherry Capital Airport in Traverse City, Michigan. The revised contract term will be September 4, 2001, through September 3, 2021. The total contract amount remains unchanged at \$6,115,000. Source of Funds: FAA Funds - \$5,513,157; State Restricted Aeronautics Funds - \$291,590; NRAC Funds - \$310,253.

Purpose/Business Case: The original contract will expire on September 3, 2004. The time extension is needed in order for the contractor to complete the security enhancements, which were mandated after the 9/11 terrorist event. The twenty-year term will allow for compliance with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The time extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: FAA Funds - \$5,513,157; State Restricted Aeronautics Funds - \$291,590; NRAC Funds - \$310,253; Contract Total - \$6,115,000.

Commitment Level: There is no increase in funding.

Risk Assessment: The risk of not providing a time extension is that the contractor would not have enough time to complete the security items and, therefore, the airport would be in non-compliance with the FAA.

Cost Reduction: Initially the project was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49686.

53. *MULTI-MODAL (Aeronautics) - Revise Scope, Increase Amount

Amendatory Contract (2004-0306/A1) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will revise the scope of work to provide for the purchase of a 500-gallon capacity aircraft de-ice vehicle instead of a 400-gallon capacity de-ice vehicle and will increase the contract amount by \$7,195. The original contract provides for the purchase of a 400-gallon capacity aircraft de-ice vehicle at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract term remains unchanged, June 18, 2004, through June 17, 2007. The revised total contract amount will be \$34,195. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$24,300	\$6,475	\$30,775
EDCCC Funds	\$ 2,700	\$ 720	\$ 3,420
Total	<u>\$27,000</u>	<u>\$7,195</u>	<u>\$34,195</u>

Purpose/Business Case: The original contract is for the purchase of a used 400-gallon aircraft de-ice vehicle. The airport sponsor has now located a new 500-gallon vehicle that it plans to purchase.

Benefit: Due to the number of aircraft based at the airport, the larger vehicle will better serve the needs of the airport personnel and other airport users.

Funding Source: State Restricted Aeronautics Funds - \$30,775; EDCCC Funds - \$3,420; Contract Total - \$34,195.

Commitment Level: The actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the amendment is not awarded, the vehicle may not be purchased, as the local sponsor cannot afford the cost without state participation.

Cost Reduction: Project costs are reviewed by MDOT personnel for further cost savings.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49788.

54. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0424) between MDOT and the City of Hillsdale will provide state grant funds for airport pavement marking at the Hillsdale Municipal Airport in Hillsdale, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,500; City of Hillsdale Funds - \$2,500; Contract Total - \$5,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$2,500; City of Hillsdale Funds - \$2,500; Contract Total - \$5,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49242.

55. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements, Equipment Purchase Contract (2004-0427) between MDOT and the Ontonagon County Board of Commissioners will provide federal and state grant funds for the construction for the extension of a taxi street extension, for the rehabilitation of the runway pavement edges, and for the purchase of a plow truck at the Ontonagon County Airport in Ontonagon, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$154,706; State Restricted Aeronautics Funds - \$8,594; Ontonagon County Funds - \$8,595; Contract Total - \$171,985.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the extension of a taxi street, the rehabilitation of runway pavement edges, and the purchase of a plow truck.

Benefit: This work will enhance the safety of the airport and will extend the useful life of the pavement. The plow truck will be used for snow removal, which will allow the airport to remain open regardless of the season.

Funding Source: FY 2004 FAA Funds (via block grant) - \$154,706; State Restricted Aeronautics Funds - \$8,594; Ontonagon County Funds - \$8,595; Contract Total - \$171,985.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction for the extension and rehabilitation will be bid by MDOT and awarded to the lowest bidder. The equipment was bid locally and reviewed by MDOT personnel for cost reductions.

New Project Identification: The taxi street extension will be new construction. The plow truck will replace worn-out snow removal equipment. The percentage of new work is 30%.

Zip Code: 49953.

56. MULTI-MODAL (Aeronautics) - Paving of Runway Shoulders

Contract (2004-0429) between MDOT and the Mackinac County Board of Commissioners will provide federal and state grant funds for the paving of the runway shoulders on runway 7/25 at the Mackinac County Airport in St. Ignace, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$202,500; State Restricted Aeronautics Funds - \$11,250; Mackinac County Funds - \$11,250; Contract Total - \$225,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the paving of the runway shoulders on runway 7/25 at the Mackinac County Airport.

Benefit: The project will enhance the safety of the airport and extend the useful life of the runway.

Funding Source: FY 2004 FAA Funds (via block grant) - \$202,500; State Restricted Aeronautics Funds - \$11,250; Mackinac County Funds - \$11,250; Contract Total - \$225,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is new work.

Zip Code: 49781.

57. MULTI-MODAL (Aeronautics) - Construction of Storage Facility

Contract (2004-0430) between MDOT and the City of Battle Creek will provide state grant funds for the construction of a facility for storage of an aircraft rescue fire fighting (ARFF) training unit at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$480,600; City of Battle Creek Funds - \$53,400; Contract Total - \$534,000.

Purpose/Business Case: The project includes the construction of a facility for storage of an aircraft rescue fire fighting training unit.

Benefit: The facility will provide a place to house the ARFF training unit when not in use.

Funding Source: State Restricted Aeronautics Funds - \$480,600; City of Battle Creek Funds - \$53,400; Contract Total - \$534,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is a new project.

Zip Code: 49015.

58. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0431) between MDOT and the Harbor/Petoskey Area Airport Authority will provide state grant funds for the rehabilitation, widening, and extension of a parallel taxiway; the construction of taxiways; and the installation of medium intensity taxiway lights (MITL) at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$483,115; Harbor/Petoskey Area Airport Authority Funds - \$96,185; Contract Total - \$579,300.

Purpose/Business Case: The project includes the rehabilitation, widening, and extension of the parallel taxiway; the construction of taxiways; and the construction of the medium intensity taxiway lights.

Benefit: This work will extend the useful life of the taxiway and will enhance the safety of airport users.

Funding Source: State Restricted Aeronautics Funds - \$483,115; Harbor/Petoskey Area Airport Authority Funds - \$96,185; Contract Total - \$579,300.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: The work is 60% new construction and 40% rehabilitation of existing pavements.

Zip Code: 49722.

59. MULTI-MODAL (Aeronautics) - Construction of Parking Lot

Contract (2004-0432) between MDOT and the Gogebic County Board of Commissioners will provide state grant funds for the construction of a passenger parking lot at the Gogebic Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$135,000; Gogebic County Funds - \$15,000; Contract Total - \$150,000.

Purpose/Business Case: The project includes the rehabilitation and expansion of a passenger parking lot near the terminal building.

Benefit: The rehabilitation of the parking lot will improve the structural integrity of the bituminous pavement, including curb, gutter, and sidewalk replacement and upgrade of the lighting system. The expansion of the parking lot will allow for additional automobile parking for the commercial service available at the airport.

Funding Source: State Restricted Aeronautics Funds - \$135,000; Gogebic County Funds - \$15,000; Contract Total - \$150,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This work is 35% new construction (expansion) and 65% rehabilitation of existing pavement.

Zip Code: 49938.

60. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA

Contract (2004-0434) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund 95 percent of a development project, with the remaining 5 percent coming from state and/or local funds. The amount of the block grant issued to MDOT is estimated at \$5,000,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or August 2014, whichever is later.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides the federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: The benefit will be increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA funds.

Commitment Level: MDOT will issue sub-grants to local community airports using an estimated 95% FAA funds and 5% state and/or local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is not negotiable.

New Project Identification: This is not a new construction project.

Zip Code: 48909.

61. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0436) between MDOT and the City of Battle Creek will provide state grant funds for the resurfacing of the runway 13/31 pavement, including the shoulders, the replacement of the medium intensity runway lights on 13/31, and the minor widening of taxiway A at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$1,156,500; City of Battle Creek Funds - \$128,500; Contract Total - \$1,285,000.

Purpose/Business Case: The project includes the resurfacing of runway 13/31, including the shoulders, the replacement of the medium intensity runway lights, and the widening of portions of taxiway A.

Benefit: The project will enhance the safety of the airport.

Funding Source: State Restricted Aeronautics Funds - \$1,156,500; City of Battle Creek Funds - \$128,500; Contract Total - \$1,285,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: The project entails resurfacing of existing pavement; 3% of the cost is for new pavement for the widening of taxiway A.

Zip Code: 49015.

62. MULTI-MODAL (Aeronautics) - Airport Improvement, Replace Equipment

Contract (2004-0438) between MDOT and the Emmet County Board of Commissioners will provide federal and state grant funds for the expansion and reconstruction of a terminal apron, the rehabilitation and expansion of a parking lot, the replacement of animal control/security fencing, and the replacement of plow trucks (for snow removal) at the Pellston Regional Airport in Pellston, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. FY 2004 Source of Funds: FAA Funds - \$3,747,600; State Restricted Aeronautics Funds - \$208,199; Emmet County Funds - \$208,201; Contract Total - \$4,164,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the expansion and reconstruction of a terminal apron, the rehabilitation and expansion of a parking lot, the installation of animal control/security fencing, and the replacement of plow trucks, which will be used for snow removal.

Benefit: The apron is being expanded and rehabilitated to accommodate an increase in airport traffic. The parking lot is being expanded to accommodate the increasing number of passengers and to serve the new terminal building. The fencing is being upgraded to keep deer from crossing the runways and to meet federal standards. The replacement of plow trucks will reduce down time and help to meet FAA standards for snow removal time.

Funding Source: FY 2004 FAA Funds - \$3,747,600; State Restricted Aeronautics Funds - \$208,199; Emmet County Funds - \$208,201; Contract Total - \$4,164,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation. A delay in the project could prompt a citation by the federal compliance officer for the airport.

Cost Reduction: All construction is procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: The apron and parking lot work are for the rehabilitation of old pavements and the addition of new pavement. Approximately 75 percent will be replacement and 25 percent will be new. The fence work is for the replacement and upgrade of old fencing. The plow trucks will replace old trucks.

Zip Code: 49769.

63. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements, Master Plan Update
Contract (2004-0443) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide federal and state grant funds for the construction of a perimeter road, the rehabilitation of the panels in the terminal apron, the replacement of a beacon, the rehabilitation of taxiway B1 (connector and intersection), and the updates of a master plan, airport layout plan, and Exhibit A at the Chippewa County International Airport in Sault Ste. Marie, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$819,000; State Restricted Aeronautics Funds - \$45,500; EDCCC Funds - \$45,500; Contract Total - \$910,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the construction of a perimeter road, the rehabilitation of the panels in the terminal apron, the replacement of a beacon, the rehabilitation of taxiway B1 (connector and intersection), and the updates of a master plan, airport layout plan, and Exhibit A.

Benefit: The perimeter road will encircle the runway system, providing access to all areas of the airport without crossing the runway. The panels in the apron have cracked severely, and the consultant engineer recommends replacing them. The existing beacon is nineteen years old and becoming unreliable due to overheating. Taxiway B1 is deteriorating, leaving deposits of loose stones. The existing master plan is ten years old and in need of updating.

Funding Source: FY 2004 FAA Funds - \$819,000; State Restricted Aeronautics Funds - \$45,500; EDCCC Funds - \$45,500; Contract Total - \$910,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation. A delay in the project could prompt a citation by the federal compliance inspector and affect the receipt of future federal grants for the airport.

Cost Reduction: All construction will be procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: The perimeter road work will be approximately 49% new construction. The remaining project items are for replacement of facilities. The master plan, ALP, and Exhibit A work will be for updates of existing documents.

Zip Code: 49783.

64. MULTI-MODAL (Aeronautics) - Purchase of Equipment

Contract (2004-0467) between MDOT and the Delta County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (loader with blower and broom attachments) at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$337,650; State Restricted Aeronautics Funds - \$18,675; Delta County Funds - \$18,675; Contract Total - \$375,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: To purchase snow removal equipment (loader with blower and broom attachments).

Benefit: The new equipment will replace the existing snow blower, which is eighteen years old. The benefit will be lower annual maintenance costs and less down time.

Funding Source: FY 2004 FAA Funds - \$337,650; State Restricted Aeronautics Funds - \$18,675; Delta County Funds - \$18,675; Contract Total - \$375,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project would not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation. A delay in the purchase of the equipment could prompt a citation by the federal compliance inspector.

Cost Reduction: All contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is for the replacement of old outdated snow removal equipment.

Zip Code: 49829.

65. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2004-0468) between MDOT and the City of Battle Creek will provide federal and state grant funds for preliminary engineering for runway 5R/23L and for a noise analysis study at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$53,730; State Restricted Aeronautics Funds - \$2,985; City of Battle Creek Funds - \$2,985; Contract Total - \$59,700.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: To provide for preliminary engineering for runway 5R/23L and for a noise analysis study.

Benefit: Will provide detailed information for the optimum final design of the runway. The new runway is needed in order to separate the slower, small single-engine aircraft from the faster jet aircraft.

Funding Source: FY 2004 FAA Funds (via block grant) - \$53,730; State Restricted Aeronautics Funds - \$2,985; City of Battle Creek Funds - \$2,985; Contract Total - \$59,700.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is a new project.

Zip Code: 49015.

66. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0469) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for the land acquisition costs of parcels 9, 10, E12, E13, E14, and E15 at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2003 FAA Funds (via block grant) - \$190,665; State Restricted Aeronautics Funds - \$10,593; Hastings City/Barry County Airport Commission Funds - \$10,592; Contract Total - \$211,850.

Purpose/Business Case: To control the property and air rights inside the runway protection zones and to remove and maintain current and future approach obstructions.

Benefit: By acquiring the necessary property and air rights, the airport will ensure safe operations on and around the airport.

Funding Source: FY 2003 FAA Funds (via block grant) - \$190,665; State Restricted Aeronautics Funds - \$10,593; Hastings City/Barry County Airport Commission Funds - \$10,592; Contract Total - \$211,850.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

New Project Identification: This is a new project required for an existing facility.

Zip Code: 49058.

67. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2004-0470) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Chippewa County International Airport in Sault Ste Marie, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; EDCCC Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging the use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$25,000; EDCCC Funds - \$2,778; Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for awareness projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is a new airport awareness project under the Air Service Program.

Zip Code: 49788.

68. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2004-0471) between MDOT and the Muskegon County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Muskegon County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging the use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$25,000; Muskegon County Funds - \$2,778. Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these types of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is a new airport awareness project under the Air Service Program.

Zip Code: 49441.

69. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2004-0472) between MDOT and the Emmet County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778; Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these types of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is a new airport awareness project under the Air Service Program.

Zip Code: 49769.

70. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0475) between MDOT and the Township of Bois Blanc will provide state grant funds for the land acquisition costs of parcels E7 and E8 at the Bois Blanc Island Airport in Pointe Aux Pins, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$27,000; Township of Bois Blanc Funds - \$3,000; Contract Total - \$30,000.

Purpose/Business Case: The project is for land acquisition consultant costs. The land is required for the future runway extension project and approach protection.

Benefit: Will provide safety and control the property inside the runway protection zone.

Funding Source: State Restricted Aeronautics Funds - \$27,000; Township of Bois Blanc Funds - \$3,000; Contract Total - \$30,000

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

New Project Identification: This is a new project required for an existing facility.

Zip Code: 49775.

71. MULTI-MODAL (Aeronautics) - Construction of Taxistreets

Contract (2004-0478) between MDOT and the Village of Sparta will provide state grant funds for the construction of taxistreets at the Sparta Airport in Sparta, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$96,300; Village of Sparta Funds - \$10,700; Contract Total - \$107,000.

Purpose/Business Case: To provide for the construction of taxistreets, which will serve a recently constructed t-hangar.

Benefit: Will provide airport users with a safer and smoother surface.

Funding Source: State Restricted Aeronautics Funds - \$96,300; Village of Sparta Funds - \$10,700; Contract Total - \$107,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is a new project.

Zip Code: 49345.

72. MULTI-MODAL (Aeronautics) - Construction of Animal Control Fencing

Contract (2004-0479) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for the installation of animal control fencing at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$221,842; Antrim County Funds - \$28,158; Contract Total - \$400,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the installation of animal control fencing.

Benefit: The fencing will enhance the safety of the airport by keeping animals from crossing the runway.

Funding Source: FY 2004FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$221,842; Antrim County Funds - \$28,158; Contract Total - \$400,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project was bid locally and awarded to the lowest bidder.

New Project Identification: This is a new project.

Zip Code: 49615.

73. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program
 Contract (2004-0485) between MDOT and the Gogebic County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778.
- Purpose/Business Case:** Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging the use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and a understanding of schedules, destinations, and fares.
- Benefit:** The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.
- Funding Source:** Source of Funds: State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778. Contract Total - \$27,778.
- Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.
- Risk Assessment:** If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they could not afford to complete the project without state assistance.
- Cost Reduction:** In the early 1990s, \$50,000 per airport was allocated for awareness projects. Since that time, grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.
- New Project Identification:** This is a new airport awareness project under the Air Service Program.
- Zip Code:** 49769.
74. TRANSPORTATION PLANNING - Time Extension
 Amendatory Contract (2001-0396/A5) between MDOT and DLZ Michigan, Inc., will extend the contract term by three months to allow sufficient time for the resource agencies and the Federal Highway Administration to review the Environmental Impact Statement documents. The original contract provides for the completion of environmental clearance for the widening of M-59 in Livingston County, Michigan. The revised contract term will be April 4, 2001, through December 31, 2004. The total contract amount remains unchanged at \$1,190,961.77. Source of Funds: Federal Highway Administration Funds (FHWA) - \$952,769.42; State Restricted Trunkline Funds - \$238,192.35.
- Purpose/Business Case:** The purpose of the proposed study is to obtain environmental clearance to improve the capacity of the M-59 Corridor between I-96 and US-23 in Livingston County
- Benefit:** Once environmental clearance is obtained by the FHWA, MDOT can begin the process of designing, purchasing right-of-way and constructing an improved M-59 corridor.
- Funding Source:** Federal Demonstration Funds (DPF-0592). These funds were earmarked within the 1998 federal legislation. FHWA Funds - \$952,769.42; State Restricted Trunkline Funds - \$238,192.35.
- Commitment Level:** This contract is on a cost plus fixed fee basis.
- Risk Assessment:** The risk of not completing the environmental clearance is not being able to spend federal dollars on the design, right-of-way, and construction of an improved M-59 corridor.
- Cost Reduction:** There has not been a lower rate negotiated.
- New Project Identification:** Not a new project.
- Zip Code:** 48106.

75. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z5/R1) under Master Agreement (2003-0003) between MDOT and the Genesee County Metropolitan Planning Commission will add \$183,262 to the authorization. These are funds that were allocated and approved by Federal Highway Administration (FHWA) for FY 2004 and never distributed. The original authorization provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term remains unchanged, from October 1, 2003, through September 30, 2004. The revised amount will be \$624,213. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration (Metropolitan Planning) Funds and 18.15% Genesee County Metropolitan Planning Commission Funds.

Purpose/Business Case: The fourteen Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The regional planning agencies provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 81.85% Federal Highway Administration (Metropolitan Planning) Funds and 18.15% Genesee County Metropolitan Planning Commission Funds.

Commitment Level: Regional planning agency costs are fixed and limited by line item appropriation.

Risk Assessment: The regional planning agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the regional planning agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This is a continuing project.

Zip Code: 48502.

76. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z6/R1) under Master Agreement (2003-0003) between MDOT and the Genesee County Metropolitan Planning Commission will add \$200,000 to the authorization. These are funds that were allocated and approved by the Federal Transit Administration (FTA) for FY 2004 and never distributed. The original authorization provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term remains unchanged, from October 1, 2003, through September 30, 2004. The revised amount will be \$311,405. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% Genesee County Metropolitan Planning Commission Funds.

Purpose/Business Case: The fourteen Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The regional planning agencies provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Transit Administration Funds (Section 5303) and 20% Genesee County Metropolitan Planning Commission Funds.

Commitment Level: Regional planning agency costs are fixed and limited by line item appropriation.

Risk Assessment: The regional planning agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the regional planning agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This is a continuing project.

Zip Code: 48502.

77. ***TRANSPORTATION PLANNING - Enhancement Wild-Link Public Awareness Campaign**
Contract (2004-0417) between MDOT and Conservation Resource Alliance (CRA), a non-profit organization, will provide for a comprehensive evaluation of land management methods for the reduction of vehicle-caused wildlife mortality and for the coordination of a public awareness campaign along the identified ecological corridors. The campaign will provide private landowners with information on how to minimize vehicle-caused wildlife mortality by practicing land management techniques such as maintaining isolation distances between wooded areas and the road. This project was awarded to CRA through the enhancement application process. The contract will be in effect from the date of award through December 31, 2005. The total contract amount will be \$62,500. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Habitat fragmentation resulting from land clearing and development has become a major threat to maintaining native plant and animal diversity throughout most of North America. Fragmentation directly impacts many wildlife species by reducing or eliminating suitable habitats, especially for organisms that require large, unbroken tracts of habitat for survival. The purpose of this enhancement project will be to conduct a study to determine if the creation or maintenance of vegetated connections among fragmented habitat blocks enhances the movements of wildlife and to assess methods to lead animals to suitable habitats without directing them into areas with a high risk of mortality.

Benefit: The goal of the project is to document ways to improve wildlife habitats while reducing incidents of wildlife/vehicular related accidents. MDOT and local units of government will gain documentation on the types of activities that can be conducted to specifically reduce these accidents.

Funding Source: Transportation Equity Act for the 21st Century (TEA-21). 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The purpose of the project is to reduce the occurrence of wildlife/vehicle collisions. A more thorough understanding of ecological corridors and wildlife crossing patterns should lead to actions that will reduce collisions. The risks of not performing the study include the potential for increased occurrences of wildlife/vehicular accidents as habitats become more fragmented, potential increased impacts to threatened and endangered species, and increased negative impacts to human health and safety.

Cost Reduction: This project has been through the enhancement application process. A lower rate has not been negotiated.

New Project Identification: This is a new study.

Zip Code: 49640.

STATE PROJECTS

0.315 km of railroad crossing replacement with Norfolk Southern Railroad and associated road approach work and 0.838 km of bituminous cold milling and resurfacing with non-structural bituminous overlay on M-50 (McDevitt Road) at the Norfolk Southern Railroad Crossing and at US-127 southbound ramp C in the townships of Summit and Napoleon, Jackson County.

2 Bidders

Zip Code: 49203.

79.	LETTING OF JULY 29, 2004 PROPOSAL 0407270 PROJECT NHG 84912-77477, ETC LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - OCTOBER 29, 2004	ENG. EST. \$ 392,630.38	LOW BID \$ 398,913.10
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% OVER/UNDER EST.
1.60 %

Traffic signal modernization and upgrade at twelve locations on various routes in the cities of Alpena and Rogers City, in the townships of Green and Oscoda, Alpena, Iosco, and Presque Isle Counties.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company			
Trans Tech Electric, Inc.			
J. Ranck Electric, Inc.	\$ 487,525.00	Same	2
John R. Howell, Inc.	\$ 398,913.10	Same	1 **

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

77477A		
Federal Highway Administration Funds	100	%
77480A		
Federal Highway Administration Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49707; TSC-wide.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 11, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: August 17, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

1. **Robbin Harsh Exc., Inc** **\$76,723.00**
5495 East Colonville Road
Clare, MI 48617

Approval is requested to authorize the City of Clare to remove the pavement, excavate the earth, backfill with a reinforced concrete base, and cover with hot mixed asphalt (HMA). These repairs are located on the US-127 business route in the city of Clare (McEwan Street), Clare County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To remove the old pavement and replace it with a reinforced concrete base and cover it with HMA.

Benefit: Will provide a smoother and safer road surface more acceptable to the traveling public and will reduce routine maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: Continued pavement surface deterioration would increase maintenance costs and be unsafe for travelers.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected. Surface maintenance costs will be reduced for up to five years with the bituminous overlay.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48617.

CONTRACTS

2. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA

Contract (2004-0561) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund 95 percent of a development project, with the remaining 5 percent coming from state and/or local funds. The amount of the block grant issued to MDOT is estimated at \$6,300,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or August 2014, whichever is later.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides the federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using an estimated 95 percent FAA funds and 5 percent state and/or local funds. The costs for the sub-grants will be based on cost estimates, fixed costs, or competitive bids.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is not negotiable.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

STATE PROJECTS

0.34 mi of widening for a center left turn lane, culvert extension and guardrail replacement on M-37 at Parmalee Road in Thornapple Township, Barry County.

(change in low bid status)

Zip Code: 49333.

4. LETTING OF JULY 29, 2004 ENG. EST. LOW BID
 PROPOSAL 0407205 \$ 455,543.48 \$ 397,797.95
 PROJECT STR 38171-58177, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 18, 2005
 COMPLETION DATE - JUNE 15, 2005 -12.68 %

0.315 km of railroad crossing replacement with Norfolk
 Southern Railroad and associated road approach work and
 0.838 km of bituminous cold milling and resurfacing with
 non-structural bituminous overlay on M-50 (McDevitt Road) at
 the Norfolk Southern Railroad Crossing and at US-127
 southbound ramp C in the townships of Summit and Napoleon,
 Jackson County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 504,239.55	Same	2
Michigan Paving & Materials Co.	\$ 397,797.95	Same	1 **
Lois Kay Contracting Co.			
C & D Hughes, Inc.			

2 Bidders

Purpose/Business Case: The Railroad Crossing Program facilitating part of this project covers the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

The Capital Preventive Maintenance Program part of this project preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: The treatments provided by this project will increase vehicle safety, improve rideability for the motoring public, and retard against future deterioration to improve the functional condition of the system resulting in longer pavement surface life thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

58177A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
78734A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and a greater risk of injury/accidents due to existing surface conditions. Loss of dedicated Federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Maintenance and reconstruction of existing railroad crossing.

Zip Code: 49203.

5. LETTING OF JULY 29, 2004 ENG. EST. LOW BID
 PROPOSAL 0407270 \$ 392,630.38 \$ 398,913.10
 PROJECT NHG 84912-77477, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 29, 2004 1.60 %

Traffic signal modernization and upgrade at twelve locations on various routes in the cities of Alpena and Rogers City, in the townships of Green and Oscoda, Alpena, Iosco, and Presque Isle Counties.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company			
Trans Tech Electric, Inc.			
J. Ranck Electric, Inc.	\$ 487,525.00	Same	2
John R. Howell, Inc.	\$ 398,913.10	Same	1 **

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

77477A

Federal Highway Administration Funds 100 %

77480A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49707; TSC-wide.

6. LETTING OF AUGUST 06, 2004 ENG. EST. LOW BID
 PROPOSAL 0408001 \$ 16,964,501.44 \$ 17,933,607.50
 PROJECT BI04 63173-45718, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 5 days after award
 COMPLETION DATE - NOVEMBER 04, 2005 5.71 %

14.5 mi of cold milling, concrete pavement repairs, joint and crack repairs, shoulder reconstruction, hot mix asphalt resurfacing, and superstructure, pin and hanger, deck joint replacement, deck and barrier patching, shallow overlay, paint, substructure, beam end, steel and slope repairs, coating of structural steel and approach work on nine structures on I-75, southbound from M-15 north to the Oakland County line in the townships of Independence, Springfield, Groveland and Holly, Oakland County.

15.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 17,933,607.50	Same	1 **
Ace Asphalt & Paving Co.	\$ 18,112,284.93	Same	2
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.	\$ 18,199,448.21	Same	3
C & D Hughes, Inc.			
Pamar Enterprises, Inc.			
Cadillac Asphalt, LLC.	\$ 18,849,281.51	Same	4

4 Bidders

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45718A		
State Restricted Trunkline Funds	100	%
59254A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
59255A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
78026A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
79122A		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.
New Project Identification: Rehabilitation.
Zip Code: 48078.

7. LETTING OF AUGUST 06, 2004 ENG. EST. LOW BID
 PROPOSAL 0408041 \$ 108,737.32 \$ 107,503.00
 PROJECT M 70081-75007-2
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 07, 2004
 COMPLETION DATE - OCTOBER 18, 2004 -1.14 %

0.079 mi of addition of right turn lane on M-104 from
 west of School Street to the east spring point of School
 Street in the village of Spring Lake, Ottawa County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 108,937.90	Same	2
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.	\$ 120,520.30	Same	5
Nagel Construction, Inc.			
Wadel Stabilization, Inc.	\$ 118,522.34	Same	4
Nashville Construction Company	\$ 116,173.60	Same	3
C & D Hughes, Inc.	\$ 107,503.00	Same	1 **
Geocon, Inc.			
Brenner Excavating, Inc.	\$ 124,282.04	Same	7
Diversco Construction Company	\$ 173,066.36	Same	9
Schippers Excavating, Inc.	\$ 137,463.00	Same	8
Weick Bros., Inc.	\$ 121,125.25	Same	6
Aggregate Industries-Central Region			
Triangle Excavators, Inc.			

9 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

75007A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49456.

8. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408042
 PROJECT M 11111-75136
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST. \$ 144,576.54
 LOW BID \$ 152,723.00
 % OVER/UNDER EST. 5.63 %

Scour protection on I-196 over the Paw Paw River in Hagar Township, Berrien County.

BIDDER		AS-READ	AS-CHECKED	
L. W. Lamb, Inc.	\$	176,329.56	Same	3
J. Slagter & Son Construction Co.	\$	152,723.00	Same	1 **
Milbocker and Sons, Inc.				
Midwest Bridge Company				
Hardman Construction, Inc.	\$	169,288.00	Same	2
Davis Construction, Inc.				
Anlaan Corporation	\$	244,973.57	Same	4
Prince Bridge & Marine, LTD				
The King Co., Inc.				
J.E. Kloote Contracting, Inc.				

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

75136A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49084.

10. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408048 \$ ENG. EST. 39,350.52 LOW BID \$ 46,274.46
 PROJECT M 81104-79199
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 10, 2004
 COMPLETION DATE - OCTOBER 10, 2004 17.60 %

0.1 mi of hot mix asphalt surfacing on I-94 at the park and
 ride in the northeast quadrant of the Baker Road interchange
 in Scio Township, Washtenaw County.

BIDDER		AS-READ	AS-CHECKED	
Barrett Paving Materials, Inc.	\$	61,577.29	Same	3
C & D Hughes, Inc.	\$	46,274.46	Same	1 **
ABC Paving Company				
Fonson, Inc.	\$	55,397.20	Same	2
Cadillac Asphalt, LLC.	\$	63,738.65	Same	4

4 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions

Funding Source:

79199A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Expansion and resurfacing of existing parking area.

Zip Code: 48130.

11. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408049 \$ ENG. EST. LOW BID
 PROJECT STH 56021-57241 76,936.20 \$ 103,852.50
 LOCAL AGRMT. 04-5364 % OVER/UNDER EST.
 START DATE - SEPTEMBER 08, 2004
 COMPLETION DATE - 17 working days 34.99 %

0.053 mi of widening, hot mix asphalt surfacing, sidewalk,
 curb and gutter and drainage on M-20, (Jerome Street)
 between Indian Street and Buttles Street, in the city of
 Midland, Midland County.

BIDDER		AS-READ	AS-CHECKED	
A. J. Rehmus & Son, Inc.	\$	124,399.85	Same	4
Rieth-Riley Construction Co., Inc.	\$	103,852.50	Same	1 **
Fisher Contracting Company	\$	125,417.17	Same	5
Central Asphalt, Inc.				
Bourdow Trucking Company				
Pyramid Paving & Contracting				
Porath Contractors, Inc.	\$	111,689.46	Same	2
3-S Construction, Inc.	\$	119,111.42	Same	3

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

57241A	
Federal Highway Administration Funds	75.86 %
City of Midland	2.13 %
State Restricted Trunkline Funds	22.01 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48858.

13. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408059
 PROJECT NH 82072-72407
 LOCAL AGRMT. 04-5270
 START DATE - 7 days after award
 COMPLETION DATE - AUGUST 26, 2005

ENG. EST.
 \$ 6,910,592.93

LOW BID
 \$ 7,170,391.38

% OVER/UNDER EST.
 3.76 %

3.17 mi of cold milling, joint repairs, hot mix asphalt separator, concrete overlay, signing, pavement marking and signals on M-3 from west of Grand Trunk Western Railroad to I-94 in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 11,739,398.10	Same	4
Ajax Paving Industries, Inc.	\$ 9,760,623.06	Same	3
John Carlo, Inc.	\$ 7,170,391.38	Same	1 **
Florence Cement Company			
Angelo Iafrate Construction Company			
Six-S, Inc.	\$ 8,342,145.33	Same	2

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

72407A

City of Detroit	2.36 %
Federal Highway Administration Funds	81.53 %
State Restricted Trunkline Funds	16.11 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48207.

14. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408060
 PROJECT IM 82023-77727
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2005

ENG. EST.
 \$ 1,446,013.09

LOW BID
 \$ 1,149,843.02

% OVER/UNDER EST.
 -20.48 %

Bridge maintenance consisting of penetrating water repellant treatment, painting, deck patching, expansion joint replacement, concrete surface coating, substructure repair, seal construction joints and cracks on 21 bridges from Wier Road to the abandoned Whiting Company Railroad in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.	\$ 1,400,996.27	Same	3
Midwest Bridge Company	\$ 1,149,843.02	Same	1 **
Atsalis Brothers Painting Co.	\$ 1,421,482.14	Same	4
Posen Construction, Inc.	\$ 1,431,034.07	Same	5
Walter Toebe Construction Co.			
Anlaan Corporation			
Mark 1 Restoration Co. of MI, Inc.	\$ 1,396,827.34	Same	2

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

77727A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48210.

15. LETTING OF AUGUST 06, 2004 ENG. EST. LOW BID
 PROPOSAL 0408061 \$ 629,596.31 \$ 502,929.59
 PROJECT M 19031-79686
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2004 -20.12 %

2.32 mi of hot mix asphalt cold milling and resurfacing on
 Old 27, from the I-69 interchange to the Round Lake Road
 intersection in DeWitt Township, Clinton County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 502,929.59	Same	1 **
Michigan Paving & Materials Co.	\$ 534,725.30	Same	2
Aggregate Industries-Central Region	\$ 665,662.04	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79686A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48912.

16. LETTING OF AUGUST 06, 2004 ENG. EST. LOW BID
 PROPOSAL 0408062 \$ 507,570.13 \$ 547,755.40
 PROJECT M 51021-79517
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 07, 2004
 COMPLETION DATE - 25 working days 7.92 %

6.415 mi of cold milling and hot mix asphalt resurfacing on
 M-55 from US-31 to East Claybank Road in the village of
 Eastlake, in the townships of Manistee and Stronach,
 Manistee County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 608,967.68	Same	2
Elmer's Crane & Dozer, Inc.	\$ 547,755.40	Same	1 **

2 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

79517A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49626.

17. LETTING OF AUGUST 06, 2004 ENG. EST. LOW BID
 PROPOSAL 0408068 \$ 218,676.82 \$ 194,145.85
 PROJECT BHT 52042-79754
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 10, 2004
 COMPLETION DATE - 26 working days -11.22 %

Replacement of bridge expansion joint, approach pavement, independent backwall, curb and gutter, barrier rail and water repellent treatment, on US-41 and M-28 over the Carp River, in the city of Marquette, Marquette County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co.			
Kelcris Corporation			
Midwest Bridge Company	\$ 307,610.50	Same	4
Lunda Construction Company			
Snowden, Inc.			
Hebert Construction Company	\$ 236,211.52	Same	3
Zenith Tech, Inc.	\$ 207,993.48	Same	2
Associated Constructors, LLC	\$ 194,145.85	Same	1 **

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79754A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49855.

Zip Code: 49009.

- | | | | |
|-----|--------------------------------------|--------------|---------------------|
| 19. | LETTING OF AUGUST 06, 2004 | ENG. EST. | LOW BID |
| | PROPOSAL 0408073 | \$ 37,419.72 | \$ 36,924.68 |
| | PROJECT M 33042-M60472 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - SEPTEMBER 07, 2004 | | |
| | COMPLETION DATE - SEPTEMBER 23, 2004 | | -1.32 % |

BIDDER		AS-READ	AS-CHECKED	
Eastlund Concrete Construction	\$	48,727.00	Same	3
Kelcris Corporation	\$	49,654.78	Same	4
Snowden, Inc.				
L & L Construction Co., Inc.	\$	36,924.68	Same	1 **
C & D Hughes, Inc.	\$	40,746.50	Same	2
E.T. MacKenzie Company				
Cadwell Brothers Construction				

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Funding Source:

State Restricted Trunkline Funds	100	%
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Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

New Project Identification: Maintenance.

21. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408075
 PROJECT M 73073-M40402
 LOCAL AGRMT.
 START DATE - SEPTEMBER 13, 2004
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.
 \$ 151,101.92 \$
 LOW BID
 \$ 163,798.13

% OVER/UNDER EST.
 8.40 %

Extension of the existing concrete box culvert
 for the Freeland Drain including wing walls, headwall,
 sheet piling, culvert bedding, riprap, grout filled bags,
 embankment, and slope restoration on M-47 at the outlet side
 of the Freeland Drain between Powley Street and Meyer
 Street, in Tittabawasee Township, Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
A. J. Rehms & Son, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 249,553.75	Same	3
Midwest Bridge Company			
Hardman Construction, Inc.	\$ 163,798.13	Same	1 **
Rohde Brothers Excavating, Inc.			
Miller Development, Inc.			
Davis Construction, Inc.	\$ 229,384.20	Same	2
Anlaan Corporation	\$ 276,732.81	Same	4
L.J. Construction, Inc.			
J.E. Kloote Contracting, Inc.			

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M40402

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48623.

LOCAL PROJECTS

22.	LETTING OF AUGUST 06, 2004	ENG. EST.	LOW BID
	PROPOSAL 0408012	\$ 495,366.83	\$ 488,185.84
	PROJECT STUL 34445-76831		
	LOCAL AGRMT. 04-5312		% OVER/UNDER EST.
	START DATE - SEPTEMBER 13, 2004		
	COMPLETION DATE - NOVEMBER 05, 2004		-1.45 %

1.64 mi of hot mix asphalt rehabilitation including hot mix asphalt base crushing and shaping and hot mix asphalt resurfacing on Tuttle Road from State Road (M-66) to Kelsey Highway, Ionia County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
Rieth-Riley Construction Co., Inc.	\$ 581,474.29	Same
Milbocker and Sons, Inc.		
Nagel Construction, Inc.		
Michigan Paving & Materials Co.	\$ 562,863.47	Same
Nashville Construction Company	\$ 488,185.84	Same
C & D Hughes, Inc.		
Brenner Excavating, Inc.		
Cadwell Brothers Construction	\$ 556,534.46	Same
Youngstrom Contracting		
Bernie Johnson Trucking, Inc.	\$ 496,965.56	Same
Aggregate Industries-Central Region	\$ 662,806.37	Same

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

76831A

Ionia County

18.15 %

Federal Highway Administration Funds

81.85 %

Zip Code: 48846.

23. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408015
 PROJECT STE 77900-58211, ETC
 LOCAL AGRMT. 04-5361
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 11, 2004

ENG. EST.
 \$ 250,715.00

LOW BID
 \$ 223,013.78

% OVER/UNDER EST.
 -11.05 %

Extend multi-use trail to link King Road Park and construct
 10 ft wide multi-use path on Ward Street Bike Trail from
 King Road to Bay Trail and King Road Bike Trail from Ward
 Avenue to Carrol Street, in the city of Marine City, St.
 Clair County.

BIDDER		AS-READ	AS-CHECKED	
John Carlo, Inc.	\$	264,186.19	Same	5
Florence Cement Company	\$	297,983.86	Same	7
C. R. Hunt Construction Co.				
McDowell Construction , L.L.C.				
ABC Paving Company				
Peake Contracting, Inc.	\$	227,350.81	Same	2
Pamar Enterprises, Inc.	\$	262,023.86	Same	4
Boddy Construction Company, Inc.	\$	239,895.33	Same	3
Weston Transport, Inc.	\$	223,013.78	Same	1 **
Teltow Contracting, Inc.				
L.J. Construction, Inc.				
Pro-Line Asphalt Paving Corp.	\$	266,834.58	Same	6

7 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

58211A		
Federal Highway Administration Funds	64.00 %	
City of Marine City	36.00 %	
59262A		
Federal Highway Administration Funds	80.00 %	
City of Marine City	20.00 %	

Zip Code: 48039.

24. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408017
 PROJECT CM 47900-59144
 LOCAL AGRMT. 04-5317
 START DATE - 20 days after award
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.	LOW BID
\$ 159,301.50	\$ 147,438.25
% OVER/UNDER EST.	
-7.45 %	

Intersection improvements including signal work, hot mix asphalt cold milling and hot mix asphalt resurfacing on Grand River Avenue at Old US-23 (Whitmore Lake Road) in Brighton Township, Livingston County.

BIDDER	AS-READ	AS-CHECKED	
Florence Cement Company			
Severance Electric Co., Inc.	\$ 149,035.57	Same	2
Barrett Paving Materials, Inc.	\$ 159,429.00	Same	4
Motor City Electric Utilities Co.			
Metropolitan Power & Lighting, Inc.			
J. Ranck Electric, Inc.			
John R. Howell, Inc.	\$ 147,438.25	Same	1 **
Rauhorn Electric, Inc.	\$ 154,168.00	Same	3
Cadillac Asphalt, LLC.	\$ 159,711.50	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

59144A

Livingston County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48116.

26. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408029
 PROJECT EDDF 79555-76291
 LOCAL AGRMT. 04-5360
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2004

ENG. EST.	LOW BID
\$ 260,192.50	\$ 281,639.40
% OVER/UNDER EST.	
8.24 %	

2.98 mi of hot mix asphalt surfacing, including aggregate base conditioning, aggregate shoulders, pavement markings and maintaining traffic on Hurds Corner Road from Deckerville Road to Dutcher Road in Ellington Township, Tuscola County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 281,639.40	Same	1 **
Albrecht Sand & Gravel Co.			
Pyramid Paving & Contracting	\$ 291,599.48	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

76291A	
Tuscola County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48726.

27. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408031
 PROJECT STUL 70407-80086
 LOCAL AGRMT. 04-5330
 START DATE - SEPTEMBER 07, 2004
 COMPLETION DATE - OCTOBER 18, 2004

ENG. EST.	LOW BID
\$ 244,437.00	\$ 223,621.00
% OVER/UNDER EST.	
-8.52 %	

0.42 mi of cold milling hot mix asphalt pavement,
 rubblizing concrete pavement, hot mix asphalt
 resurfacing and pavement markings on North Shore Road from
 west of Hidden Dune Lane to west of Hidden Dune
 Lane, in the city of Ferrysburg, Ottawa County.

BIDDER		AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$	298,489.49	Same	3
Michigan Paving & Materials Co.	\$	239,737.70	Same	2
C & D Hughes, Inc.				
Aggregate Industries-Central Region	\$	223,621.00	Same	1 **

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

80086A	
Federal Highway Administration Funds	81.85 %
City of Ferrysburg	18.15 %

Zip Code: 49409.

28. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408051
 PROJECT STH 70609-78277
 LOCAL AGRMT. 04-5380
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST. \$ 229,962.50
 LOW BID \$ 271,489.45

% OVER/UNDER EST.

18.06 %

Consideration of traffic and upgrades including mainline
 traffic and local access, and widening on Ottawa County

Withdrawn at ad board

BIDDER

AS-READ

AS-CHECKED

J. Slagter & Son Construction Co.	\$	271,489.45	Same	1 **
Snowden, Inc.	\$	304,400.50	Same	2
Nashville Construction Company				
Ackley Construction, Inc.				
Nationwide Fence & Supply Company	\$	325,826.75	Same	3
Dale Dukes & Sons, Inc.				
J & J Contracting, Inc.				
Rite Way Fence, Inc.	\$	331,057.29	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

78277A

Ottawa County

20.00 %

Federal Highway Administration Funds

80.00 %

Zip Code: 49417.

29. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408055
 PROJECT CMG 61407-56062
 LOCAL AGRMT. 04-5331
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2004

ENG. EST.	LOW BID
\$ 38,958.00	\$ 39,537.00
% OVER/UNDER EST.	1.49 %

Traffic signal installation on Henry Street at Broadway Avenue in the city of Norton Shores, Muskegon County.

BIDDER		AS-READ	AS-CHECKED	
Strain Electric Company	\$	41,314.00	Same	3
Trans Tech Electric, Inc.	\$	45,315.00	Same	5
J. Ranck Electric, Inc.	\$	39,982.00	Same	2
John R. Howell, Inc.	\$	44,293.00	Same	4
Top Rail Electric Company	\$	39,537.00	Same	1 **

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

56062A

Federal Highway Administration Funds 100 %

Zip Code: 49441.

0.23 mi of cold milling hot mix asphalt surface, hot mix asphalt resurfacing, concrete pavement repair, sidewalk ramps, watermain improvements and pavement markings on Wilson Avenue from CSX Railroad to 28th Street, in the city of Grandville, Kent County.

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

56393A

Zip Code: 49418.

31. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408077
 PROJECT BRO 54007-56568-2
 LOCAL AGRMT. 04-5259
 START DATE -
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.	LOW BID
\$ 301,598.50	\$ 199,977.31
% OVER/UNDER EST.	
-33.69 %	

Remove existing structure, construction of a glu-lam stringer timber bridge and related approach work on Hoover Road over North Branch of the Chippewa River, in Fork Township, Mecosta County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 283,940.56	Same	5
Milbocker and Sons, Inc.	\$ 231,585.81	Same	2
Hardman Construction, Inc.			
Gerace Construction Company, Inc.			
E.T. MacKenzie Company			
Miller Development, Inc.	\$ 199,977.31	Same	1 **
Davis Construction, Inc.	\$ 253,447.51	Same	4
Anlaan Corporation			
Prince Bridge & Marine, LTD	\$ 299,024.06	Same	6
Quantum Construction Company, Inc.			
J.E. Kloote Contracting, Inc.	\$ 248,135.73	Same	3

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56568A

Mecosta County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 49305.

32.	LETTING OF AUGUST 06, 2004	ENG. EST.	LOW BID
	PROPOSAL 0408058	\$ 97,779.00	\$ 108,954.00
	PROJECT AO 28004-80139		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2004		11.43 %

BIDDER	AS-READ	AS-CHECKED
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3 Bidders

Zip Code: 48744.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

**Special T&NR Meeting: August 17, 2004 – 1921 Department of Conservation Room,
7th Floor, Mason Building, 10:50 AM**
State Administrative Board Meeting: August 17, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. HIGHWAYS – IDS University Research Services

Authorization (Z3) under Contract (2003-0026) between MDOT and the University of Michigan (U of M) will provide for research services to be performed for assessment of the economic benefits associated with MDOT's Five-Year Transportation Plan on Michigan's economy and the development of alternate transportation investment strategies. The authorization will be in effect from date of award through June 30, 2005. The authorization amount will be \$95,824. The contract term is October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This write-up is a corrected version of the write-up originally submitted on the agenda. The original write-up was for MOU (2004-0297) between MDOT and the Michigan Department of Economic Development (MEDC), which was acting as a pass-through agency between MDOT and U of M. The nature of work has not changed, but the contracting vehicle has been changed.

Purpose/Business Case: To identify the economic benefits of MDOT's 2005-2009 Five-Year Transportation Plan on the manufacturing, tourism, and agri-business sectors of the state's economy. George Fulton, a U of M economics professor, will perform the analysis.

Benefit: This economic analysis will be used to help educate the public on the overall benefits of MDOT's 2005-2009 Five-Year Transportation Plan on the state's economy.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This analysis was requested by the MDOT Director. This analysis will be used to support the roll-out of the 2005-2009 Five-Year Transportation Plan. If this analysis is not completed, the public will continue to ask what economic impacts MDOT's transportation program will have on the State of Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new economic development analysis.

Zip Code: 48109.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director